













WIRZ TRIAL

WASHINGTON MILITARY COMMISSION

The Wirz Trial Informally Closed.

Locomotive Explosion at Chicago.

An Engineer and a Woman Killed

Later News from Central America.

Summary Shooting of a Rebel.

Dissatisfaction in the Country.

Another Frightful R. R. Accident.

Odd Fellows Banquet at Baltimore

WASHINGTON, Sept. 23.—The Wirz Military Commission resumed this morning.

Capt. Wirz was immediately after

ward brought into the room and laid down

on a sofa, being told to wait to sit up.

Geo. W. Gray, who testified toward

the close of yesterday's proceedings, was

cross-examined by the Government, and

by Mr. Schade he said that he believed

in punishment after death. When he arrived

at Andersonville as a prisoner he pocketed

his books and was taken from him. His

books had been removed from his

feet at the time of his capture. Witness

gave an affecting account of the suffering

of prisoners.

Captain Wright was recalled and testified:

In the absence of the Post Captain, Wirz

had command of the prison, and

papers. Witness superintended the extension

of the prison grounds, eleven acres

having been added to them. Wirz made

requisitions upon other records, which he

had no difficulty in supplying. Fuel could

have been supplied if prisoners had been

allowed to go out after the guard.

Cross-examination by the Government

continued. Wirz approved the

requisitions and furloughs.

J. Dyer, 4th U. S. colored troops, testified

that Capt. Wirz proposed to let

prisoners that they would go south

they could choose their own masters, and

some of the guards said he declared he would

take the prisoners, join the Confederacy by

starving them. Wirz brought Dr. White

3,000 letters addressed to Union prisoners.

He handed them to Capt. Rees's wife.

She took them to Capt. Rees's wife.

He also heard a surgeon say to Dr. White

that he had poisoned five Yankees. He also

heard surgeons say they were going to

vacinate and take off the arms of the Yan-

kees.

Judge Advocate Chipman here read an

agreement entered into between the Judge

Advocate and the counsel for the prisoner,

by which the hospital records and death

records, and such other records as might

be discovered, may be received in evidence,

except in cases where objection may be

legally interposed.

Judge Advocate Chipman then said that

the Government would then informally

close their case today, reserving the right,

however, to examine witnesses who may

be found touching previous matters, and to

offer some record of the evidence connect-

ing the Richmond authorities with the An-

derssonville prisoners. He said that he

could not get blind by consenting to such an arrange-

ment.

Col. Chipman replied that the evidence

referred to was Lewis Lee and others, of

the rebel government, and the counsel had

no right to object to the testimony which

did not personally know the latter was

Mr. Baker said that the prisoner was

charged with conspiring with parties

named as well as parties not named.

He did not know who the latter were,

but Judge Advocate Chipman introduced

himself with the name of the latter, and

he had nothing to do with Wirz, then, of

course, he had no objection to the testi-

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ed by one of the passenger cars, which

was nearly submerged. The next passenger

car was suspended over the abutment.

Our citizens were startled by the escaping

steam from the engine and the light from

the wood-work which caught fire. Ladders

were placed to reach the wreck, and a raft

was launched. Fortunately the only pas-

sengers in the car were three persons, who

were riding over to the city, one being the

major machanic of the road. They managed

their escape from the car. Measures were

at once taken to relieve the overheating

car. The bridge is used both by the Saratoga

and Central railroads. This is the first

accident that has happened there.

New York, Sept. 23.—The steamer New

York has arrived from Panama.

Panama had been kept in continued ex-

change by reports from the seat of war,

but quiet was speedily produced by a dis-

patch from the interior.

The authorities of Salvador recently held

a summary court martial for the trial of

Gen. Barrios as a revolutionist and had

him shot. He was notified of his sentence

the day before he was shot. His execution

was attended with great pomp. His execu-

tion created dissatisfaction throughout Central

America.

Baltimore, Sept. 23.—The banquet of

the Grand Lodge, by merchants of this

city last night, was a grand affair. The

representatives present were to be particu-

larly distinguished by their ostentatious

display of wealth.

On Sept. 23, a locomotive on the

Northwestern railroad exploded its boiler

in this city this morning, killing the en-

gineer and a woman, a Mrs. Dyer, and in-

juring several others, two fatally.

DEPARTURES.

Sept. 23, 1865.

United States, 10:30 a. m.

St. Nicholas, 11:00 a. m.

St. Louis, 11:30 a. m.

St. Paul, 12:00 p. m.

St. Petersburg, 12:30 p. m.

St. Petersburg, 1:00 p. m.

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The Nick Longworth made her appear-

ance Saturday as the evening mail boat

in place of the Gen. Buell, the latter having

been ordered to repair.

We learn of a rise in the Arkansas, by

which the E. O. Stannard was enabled to

come out, and the Miami to proceed to Little

Rock. There is at least three feet of water

in the channel.

White river is falling, with scant four feet

of water in the channel to Augusta.

The United States is the new mail and palatial

mail steamer for Cincinnati at noon. The

clerk, William Taylor, tickets passengers

through to the Gen. Buell.

The Gen. Buell is the People's Line pack-

et for Cincinnati to-day. She starts at

noon, connecting with the early trains for

the East.

The Nick Longworth is the regular even-

ing mail line packet to-day for Cincinnati.

She starts at 4 o'clock in charge of the off-

icers of the Gen. Buell.

The Bertha came in from Cincinnati yester-

day in a new white dress.

The New Towboat SAM, ROBERTS.—The

most perfect in the river, built by the

townboat ever built, arrived from Pittsburg

yesterday. Her length of keel is 107 feet,

width of beam 22 feet, depth of hold 4 1/2

feet, cylinder 22 inches, with 6 feet stroke,

4 boilers, 40 inches in diameter and length

70 feet, with 4 fires in each. The water

wheel is 23 feet diameter, long 6 feet, with

20 feet custom house measurement 400

tons. Her full going capacity is 150,000

bushels coal, or 6,000 tons.

This boat was built under the supervision

of Capt. Cunningham, her commander and

part owner, assisted by Fred. Wilson, of

Sam. Roberts & Co.

The Sam. Roberts is owned by Sam.

Roberts & Co., coal dealers of this city, who,

by the addition of this great towboat to the

trade, have secured increased facilities for

the steady and rapid service to the river.

Roberts came down tonight to try her ma-

chinery, but she goes back to Pittsburg

with an immense load of empty barges, to

be ready for the next trip.

Bars on steamers furnished promptly

with all the requisites (from a corker to

a bottle of champagne) and on reasona-

ble terms, by J. J. Main and Fourth St.

Cor. Main and Fourth St.

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DALENS.—The weekly report from the Bourbon

House stock yard:

BOURBON HOUSE STOCK YARD.

There has been a good supply of cattle offered